

1956 CORVETTE VALVE LIFTERS

Thanks for sending the December 1990 and March 1991 issues of Straight Talk that I didn't get with my membership. They're great.

As we discussed during our phone conversation, I too am the owner of a 1956 VIN #3214 with 2-4's and Automatic. I am looking for a replacement hood that isn't cut up. If you know of one please pass it on.

I've enclosed copies of my Corvette Servicing Guide on the valve lifters for a 1956. As you can see they were mechanical only in 1956 on both the single carburetor and "2-4's."

Note that on Page 14-5 the chart shows two valve lash clearances, .008 and .018 for intake and exhaust for the standard cam and .012 and .018 intake and exhaust for the high lift cam that came with the 2-4's.

Only in 1957 did both hydraulic and mechanical become available and that depended on the engine selected.

If I can help in any other way to either yourself or to S.A.C.E. please give me a ring.

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YEAR	HORSE-POWER	BORE X STROKE	DISPL.	COMP. RATIO	LIFTERS	CARBURE-TION	TRANSMISSION
1955	195	3 1/4 x 3	265	9.25:1	Mech.	WCFB	3-Sp.—P.G.
1956	210 Std.	3 1/4 x 3	265	9.25:1	Mech.	WCFB	3-Sp.—P.G.
	225	3 1/4 x 3	265	9.25:1	Mech.	2 WCFB	3-Sp.—P.G.
1957	220 Std.	3 7/8 x 3	283	9.5:1	Hyd.	WCFB	3-Sp.—P.G.
	245	3 7/8 x 3	283	9.5:1	Hyd.	2 WCFB	3-Sp.—P.G.
	250	3 7/8 x 3	283	9.5:1	Hyd.	Fuel Inj.	3-Sp.—P.G.
	270	3 7/8 x 3	283	9.5:1	Mech.	2 WCFB	3-Sp.
1958-59	283	3 7/8 x 3	283	10.5:1	Mech.	Fuel Inj.	3-Sp.
	230 Std.	3 7/8 x 3	283	9.5:1	Hyd.	WCFB	3-Sp.—4-Sp.—P.G.
	245	3 7/8 x 3	283	9.5:1	Hyd.	2 WCFB	3-Sp.—4-Sp.—P.G.
	270	3 7/8 x 3	283	9.5:1	Mech.	2 WCFB	3-Sp.—4-Sp.
1960-61	250	3 7/8 x 3	283	9.5:1	Hyd.	Fuel Inj.	3-Sp.—4-Sp.—P.G.
	290	3 7/8 x 3	283	10.5:1	Mech.	Fuel Inj.	3-Sp.—4-Sp.
	230 Std.	3 7/8 x 3	283	9.5:1	Hyd.	WCFB	3-Sp.—4-Sp.—P.G.
	245	3 7/8 x 3	283	9.5:1	Hyd.	2 WCFB	3-Sp.—4-Sp.—P.G.
1962	270	3 7/8 x 3	283	9.5:1	Mech.	2 WCFB	3-Sp.—4-Sp.
	275	3 7/8 x 3	283	11.0:1	Hyd.	Fuel Inj.	3-Sp.—4-Sp.
	315	3 7/8 x 3	283	11.0:1	Mech.	Fuel Inj.	3-Sp.—4-Sp.
	250	4 x 3 1/4	327	10.5:1	Hyd.	WCFB	3-Sp.—4-Sp.—P.G.
1962	300	4 x 3 1/4	327	10.5:1	Hyd.	AFB	3-Sp.—4-Sp.—P.G.
	340	4 x 3 1/4	327	11.25:1	Mech.	AFB	3-Sp.—4-Sp.
	360	4 x 3 1/4	327	11.25:1	Mech.	Fuel Inj.	3-Sp.—4-Sp.

MAINTENANCE AND ADJUSTMENTS

Engine maintenance and adjustments consist of lubrication and tune-up procedures performed at regular intervals to provide proper performance, reliability and long engine life.

The recommended tune-up interval is approximately 5000 miles. This interval may be shortened considerably when the vehicle is used primarily under extreme operating conditions (such as racing) requiring "fine tuning."

The Corvette V-8 engine and the tune-up procedures are similar to the passenger car V-8 engine of the same year.

Remove radio shielding over ignition wiring, then refer to the 1961 Passenger Car Shop Manual (Section 7) and the following Specifications Chart for Corvette engine tune-up.

LUBRICATION

Engine lubrication information and charts have been included in Section O of this manual.

TUNE-UP

Engine tune-up is periodic test, diagnosis, and corrective procedures necessary to maintain the economy, power, and performance designed into any internal combustion engine.

NOTE: When replacing the shielding, make sure the shielding does not interfere with the accelerator linkage causing linkage to bind or hang-up. This is a frequent cause of engine not reaching full throttle or not returning to idle.

TUNE-UP SPECIFICATIONS

YEAR	ENGINE (Horsepower)	CARR.	COMPRES-SION PRES-SURE (Note 1)	SPARK PLUGS		IGNITION DISTRIBUTOR					TIMING		R.P.M. IDLE SPEED		VALVE LASH		FUEL PUMP PRESS.		AIR CLEANER	FAN BELT TENSION	
				Make & No.	Gap	Type	Cam Angle	Point Gap	Arm Spring Tension	Con-tactor	Dep. BTDC	Firing Order	Sync. Trans.	(Note 3) P.G. (in Drive)	Intake	Exhaust	Min.	Max.			
55	195 (Std.)													475	425	.008 Hot	.016 Hot	4	5	Wire Mesh (Note 5)	See (Note 9)
56	210 (Std.)	Single WCFB	160 Lbs. 20# Var.	AC-C43 or AC-43.5 Opt.	.035	Dual Point	29° Ea. 34 ± 1 Total	.018 (New) .015 (Used)	19-23 Ounces	18-25 Mfd.	4°		600	600	"	"	3.5	4.5	"	"	
56	225	Dual WCFB	"	"	"	"	"	"	"	"	"	"	475	425	Hyd. (Note 4)	Hyd. (Note 4)	"	"	"	"	
57	220 (Std.)	Single WCFB	"	"	"	"	"	"	"	"	"	"	475	425	"	"	"	"	"	"	
57	245	Dual WCFB	"	"	"	"	"	"	"	"	"	"	475	450	"	"	"	"	"	"	
57	250	F.I.	"	"	"	"	"	"	"	"	"	"	475	450	"	"	"	"	"	"	
57	270	Dual WCFB	"	"	"	"	"	"	"	"	"	"	700	—	.012 Hot	.018 Hot	"	"	"	"	
57	283	F.I.	"	"	"	"	"	"	"	"	"	"	700	—	"	"	"	"	"	"	
58-59	230 (Std.)	Single WCFB	"	See Note 2	"	Single	28°-32°	.019 (New) .016 (Used)	"	"	"	"	475	450	Hyd. (Note 4)	Hyd. (Note 4)	5.25	6.5	"	"	
58-59	245	Dual WCFB	"	"	"	Single	28°-32°	"	"	"	"	"	475	450	"	"	"	"	"	"	
58-59	250	F.I.	"	"	"	Dual	29° Ea. 34 ± 1 Total	.018 (New) .015 (Used)	"	"	"	"	550	500	"	"	"	"	"	Paper (Note 6)	
58-59	270	Dual WCFB	"	"	"	Dual	"	"	"	"	"	"	800	—	.012 Hot	.018 Hot	"	"	"	Wire Mesh (Note 5)	
58-59	290	F.I.	"	"	"	Dual	"	"	"	"	"	"	800	—	.012 Hot	.018 Hot	"	"	"	Paper (Note 6)	
60-61	230 (Std.)	Single WCFB	"	"	"	Single	28°-32°	.019 (New) .016 (Used)	"	"	"	"	475	450	Hyd. (Note 4)	Hyd. (Note 4)	"	"	"	See Note 7	
60-61	245	Dual WCFB	"	"	"	Single	"	"	"	"	"	"	475	450	"	"	"	"	"	"	
60-61	270	Dual WCFB	"	"	"	Dual	29° Ea. 34 ± 1 Total	.018 (New) .015 (Used)	"	"	"	"	800	—	.008 Hot	.018 Hot	"	"	"	"	
60-61	275	F.I.	"	"	"	Dual	"	"	"	"	"	"	550	—	Hyd. (Note 4)	Hyd. (Note 4)	"	"	"	Paper (Note 6)	
60-61	315	F.I.	"	"	"	Dual	"	"	"	"	"	"	800	—	.008 Hot	.018 Hot	"	"	"	"	
62	250 (Std.)	Single WCFB	"	"	"	Single	28°-32°	.019 (New) .016 (Used)	"	"	"	"	475	450	Hyd. (Note 4)	Hyd. (Note 4)	"	"	"	Polyurethane (Note 8)	
62	300	Single AFB	"	"	"	"	"	"	"	"	"	"	475	450	"	"	"	"	"	"	
62	340	Single AFB	"	"	"	Dual	29° Ea. 34 ± 1 Total	.018 (New) .015 (Used)	"	"	"	"	550	—	.008 Hot	.018 Hot	"	"	"	"	
62	360	F.I.	"	"	"	"	"	"	"	"	"	"	800	—	"	"	"	"	"	"	